

Table of Contents

ACRONYMS AND ABBREVIATIONS	ix	2.4	STEP 3 – DECISION ON ALTERNATIVES	2.8
		2.4.1	Alternatives Eliminated from Consideration	2.8
EXECUTIVE SUMMARY		2.4.2	Alternatives for Further Consideration	2.8
ES.1 INTRODUCTION	ES.1	2.4.2.1	No-Action Alternative	2.8
ES.2 OTHER MAJOR ACTIONS	ES.1	2.4.2.2	Build Alternatives	2.9
ES.3 ALTERNATIVES CONSIDERED	ES.1	2.4.3	Basis for Selecting the Preferred Alternative.....	2.13
ES.4 SUMMARY OF ENVIRONMENTAL IMPACTS	ES.2	CHAPTER 3 - Affected Environment		
ES.5 ISSUES TO BE RESOLVED	ES.2	3.1	LAND USE	3.1
ES.6 REQUIRED FEDERAL ACTIONS.....	ES.2	3.1.1	Existing Land Use	3.1
ES.7 STATUTE OF LIMITATIONS	ES.2	3.1.2	Land Use Plans.....	3.1
ES.8 BASIS FOR SELECTING THE PREFERRED ALTERNATIVE.....	ES.3	3.1.2.1	Ogden City	3.1
CHAPTER 1 - PURPOSE AND NEED FOR ACTION		3.1.2.2	South Ogden City.....	3.1
1.1 PROJECT LOCATION AND STATUS	1.1	3.1.2.3	Riverdale City	3.1
1.2 ESTABLISHING PROJECT PURPOSE AND NEED	1.1	3.1.2.4	Roy City	3.1
1.2.1 System Linkage	1.4	3.2	FARMLANDS	3.1
1.2.2 Capacity/Transportation Demands.....	1.4	3.3	SOCIAL	3.2
1.2.3 Legislative Demands.....	1.8	3.3.1	Travel Patterns and Accessibility.....	3.2
1.2.4 Social Demands and Economic Development	1.9	3.3.2	Neighborhood and Community Cohesion.....	3.2
1.2.5 Modal Interrelationships	1.9	3.3.3	Community and Public Facilities	3.3
1.2.6 Safety.....	1.9	3.4	ECONOMIC CONDITIONS	3.3
1.2.7 Roadway Deficiencies.....	1.10	3.4.1	Economic Information by Analysis Zone	3.5
1.3 PROJECT PURPOSE AND NEED	1.11	3.4.1.1	Analysis Zone 1: 1900 West to I-15	3.5
1.4 CONCLUSIONS	1.11	3.4.1.2	Analysis Zone 2: I-15 to I-84.....	3.5
CHAPTER 2 - ALTERNATIVES		3.4.1.3	Analysis Zone 3: I-84 to Weber River	3.5
2.1 STEP 1 – INITIAL ALTERNATIVE DEVELOPMENT.....	2.1	3.4.1.4	Analysis Zone 4: Weber River to Wall Avenue	3.5
2.1.1 Alternative Transportation Measures.....	2.1	3.4.1.5	Analysis Zone 5: Wall Avenue to Washington Boulevard.....	3.6
2.1.2 Build Alternatives	2.1	3.5	ENVIRONMENTAL JUSTICE	3.6
2.2 STEP 2 – INITIAL ALTERNATIVE SCREENING.....	2.1	3.5.1	Low-Income Populations	3.6
2.2.1 No-Action Alternative.....	2.1	3.5.2	Minority Populations.....	3.7
2.2.2 Alternative Transportation Measures.....	2.1	3.6	PEDESTRIANS AND BICYCLISTS	3.8
2.2.2.1 Increased Bus Service Alternative	2.1	3.7	AIR QUALITY	3.8
2.2.2.2 TSM/TDM Alternative	2.3	3.7.1	Criteria Pollutants.....	3.8
2.2.3 Build Alternatives	2.3	3.7.2	Mobile-Source Air Toxics.....	3.9
2.2.3.1 Lane Addition Alternative	2.3	3.8	NOISE	3.10
2.2.3.2 Light Rail Alternative	2.5	3.9	WATER QUALITY	3.10
2.2.3.3 Riverdale Road Expressway Alternative	2.7	3.9.1	Surface Waters	3.12
2.3 INITIAL ALTERNATIVE SCREENING SUMMARY.....	2.8	3.9.2	Groundwater	3.13
		3.10	WETLANDS	3.15
		3.11	WATER BODY MODIFICATIONS	3.15
		3.12	VEGETATION AND WILDLIFE.....	3.15
		3.13	FLOODPLAINS.....	3.15
		3.14	WILD AND SCENIC RIVERS.....	3.15
		3.15	THREATENED OR ENDANGERED SPECIES	3.15

Table of Contents

3.16	CULTURAL RESOURCES.....	3.16	4.6	CONSIDERATIONS RELATING TO PEDESTRIANS AND BICYCLISTS	4.6																																																																																																																																																																										
3.16.1	Historic Properties.....	3.16	4.6.1	Direct Impacts	4.6																																																																																																																																																																										
3.16.2	Archaeological Resources.....	3.18	4.6.1.1	No-Action Alternative	4.6																																																																																																																																																																										
3.16.3	Native American Consultation.....	3.18	4.6.1.2	Lane Addition Alternatives.....	4.6																																																																																																																																																																										
3.17	PALEONTOLOGICAL RESOURCES	3.18	4.6.2	Indirect Impacts.....	4.6																																																																																																																																																																										
3.18	HAZARDOUS WASTE SITES	3.18	4.6.2.1	No-Action Alternative	4.6																																																																																																																																																																										
3.19	VISUAL	3.20	4.6.2.2	Lane Addition Alternatives.....	4.6																																																																																																																																																																										
CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES																																																																																																																																																																															
4.1	LAND USE IMPACTS	4.1	4.7	AIR QUALITY IMPACTS	4.6																																																																																																																																																																										
4.1.1	Direct Impacts	4.1	4.7.1	Direct Impacts	4.7																																																																																																																																																																										
4.1.1.1	No-Action Alternative	4.1	4.7.1.1	No-Action Alternative	4.7																																																																																																																																																																										
4.1.1.2	Lane Addition Alternatives.....	4.1	4.7.1.2	Lane Addition Alternatives.....	4.7																																																																																																																																																																										
4.1.2	Indirect Impacts.....	4.2	4.7.2	Indirect Impacts.....	4.7																																																																																																																																																																										
4.1.2.1	No-Action Alternative	4.2	4.7.2.1	No-Action Alternative	4.7																																																																																																																																																																										
4.1.2.2	Lane Addition Alternatives.....	4.2	4.7.2.2	Lane Addition Alternatives.....	4.7																																																																																																																																																																										
4.1.3	Mitigation.....	4.2	4.7.3	Mitigation.....	4.7																																																																																																																																																																										
4.2	FARMLAND IMPACTS	4.2	4.7.4	Air Toxics.....	4.7																																																																																																																																																																										
4.3	SOCIAL IMPACTS	4.2	4.7.4.1	Project-Level MSATs	4.7																																																																																																																																																																										
4.3.1	Direct Impacts	4.2	4.7.4.2	MSAT Analysis	4.9																																																																																																																																																																										
4.3.1.1	No-Action Alternative	4.2	4.8 NOISE IMPACTS																																																																																																																																																																												
4.3.1.2	Lane Addition Alternatives.....	4.2	4.3.2	Indirect Impacts.....	4.3	4.8.1	Direct Impacts	4.10	4.3.2.1	No-Action Alternative	4.3	4.8.1.1	No-Action Alternative	4.10	4.3.2.2	Lane Addition Alternatives.....	4.3	4.8.1.2	Lane Addition Alternatives.....	4.10	4.3.3	Mitigation.....	4.3	4.8.2	Indirect Impacts.....	4.10	4.4	ECONOMIC IMPACTS	4.3	4.8.2.1	No-Action Alternative	4.10	4.4.1	Direct Impacts	4.3	4.8.2.2	Lane Addition Alternatives.....	4.10	4.4.1.1	No-Action Alternative	4.3	4.4.2	Indirect Impacts.....	4.4	4.8.3	Mitigation.....	4.11	4.4.2.1	No-Action Alternative	4.4	4.9 WATER QUALITY IMPACTS				4.4.2.2	Lane Addition Alternatives.....	4.4	4.4.3	Mitigation.....	4.4	4.9.1	Direct Impacts	4.12	4.5	ENVIRONMENTAL JUSTICE IMPACTS.....	4.4	4.9.1.1	No-Action Alternative	4.12	4.5.1	Direct Impacts	4.4	4.9.1.2	Lane Addition Alternatives.....	4.12	4.5.1.1	No-Action Alternative	4.4	4.5.2	Indirect Impacts.....	4.6	4.9.2	Indirect Impacts.....	4.12	4.5.2.1	No-Action Alternative	4.6	4.9.2.1	No-Action Alternative	4.12	4.5.2.2	Lane Addition Alternatives.....	4.6	4.5.3	Mitigation.....	4.6	4.9.2.2	Lane Addition Alternatives.....	4.12				4.9.3	Mitigation.....	4.12				4.10 WETLAND IMPACTS										4.10.1	Direct Impacts	4.14							4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14
4.3.2	Indirect Impacts.....	4.3	4.8.1	Direct Impacts	4.10																																																																																																																																																																										
4.3.2.1	No-Action Alternative	4.3	4.8.1.1	No-Action Alternative	4.10																																																																																																																																																																										
4.3.2.2	Lane Addition Alternatives.....	4.3	4.8.1.2	Lane Addition Alternatives.....	4.10																																																																																																																																																																										
4.3.3	Mitigation.....	4.3	4.8.2	Indirect Impacts.....	4.10																																																																																																																																																																										
4.4	ECONOMIC IMPACTS	4.3	4.8.2.1	No-Action Alternative	4.10																																																																																																																																																																										
4.4.1	Direct Impacts	4.3	4.8.2.2	Lane Addition Alternatives.....	4.10																																																																																																																																																																										
4.4.1.1	No-Action Alternative	4.3	4.4.2	Indirect Impacts.....	4.4	4.8.3	Mitigation.....	4.11	4.4.2.1	No-Action Alternative	4.4	4.9 WATER QUALITY IMPACTS				4.4.2.2	Lane Addition Alternatives.....	4.4	4.4.3	Mitigation.....	4.4	4.9.1	Direct Impacts	4.12	4.5	ENVIRONMENTAL JUSTICE IMPACTS.....	4.4	4.9.1.1	No-Action Alternative	4.12	4.5.1	Direct Impacts	4.4	4.9.1.2	Lane Addition Alternatives.....	4.12	4.5.1.1	No-Action Alternative	4.4	4.5.2	Indirect Impacts.....	4.6	4.9.2	Indirect Impacts.....	4.12	4.5.2.1	No-Action Alternative	4.6	4.9.2.1	No-Action Alternative	4.12	4.5.2.2	Lane Addition Alternatives.....	4.6	4.5.3	Mitigation.....	4.6	4.9.2.2	Lane Addition Alternatives.....	4.12				4.9.3	Mitigation.....	4.12				4.10 WETLAND IMPACTS										4.10.1	Direct Impacts	4.14							4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																							
4.4.2	Indirect Impacts.....	4.4	4.8.3	Mitigation.....	4.11																																																																																																																																																																										
4.4.2.1	No-Action Alternative	4.4	4.9 WATER QUALITY IMPACTS																																																																																																																																																																												
4.4.2.2	Lane Addition Alternatives.....	4.4	4.4.3	Mitigation.....	4.4	4.9.1	Direct Impacts	4.12	4.5	ENVIRONMENTAL JUSTICE IMPACTS.....	4.4	4.9.1.1	No-Action Alternative	4.12	4.5.1	Direct Impacts	4.4	4.9.1.2	Lane Addition Alternatives.....	4.12	4.5.1.1	No-Action Alternative	4.4	4.5.2	Indirect Impacts.....	4.6	4.9.2	Indirect Impacts.....	4.12	4.5.2.1	No-Action Alternative	4.6	4.9.2.1	No-Action Alternative	4.12	4.5.2.2	Lane Addition Alternatives.....	4.6	4.5.3	Mitigation.....	4.6	4.9.2.2	Lane Addition Alternatives.....	4.12				4.9.3	Mitigation.....	4.12				4.10 WETLAND IMPACTS										4.10.1	Direct Impacts	4.14							4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																							
4.4.3	Mitigation.....	4.4	4.9.1	Direct Impacts	4.12																																																																																																																																																																										
4.5	ENVIRONMENTAL JUSTICE IMPACTS.....	4.4	4.9.1.1	No-Action Alternative	4.12																																																																																																																																																																										
4.5.1	Direct Impacts	4.4	4.9.1.2	Lane Addition Alternatives.....	4.12																																																																																																																																																																										
4.5.1.1	No-Action Alternative	4.4	4.5.2	Indirect Impacts.....	4.6	4.9.2	Indirect Impacts.....	4.12	4.5.2.1	No-Action Alternative	4.6	4.9.2.1	No-Action Alternative	4.12	4.5.2.2	Lane Addition Alternatives.....	4.6	4.5.3	Mitigation.....	4.6	4.9.2.2	Lane Addition Alternatives.....	4.12				4.9.3	Mitigation.....	4.12				4.10 WETLAND IMPACTS										4.10.1	Direct Impacts	4.14							4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																												
4.5.2	Indirect Impacts.....	4.6	4.9.2	Indirect Impacts.....	4.12																																																																																																																																																																										
4.5.2.1	No-Action Alternative	4.6	4.9.2.1	No-Action Alternative	4.12																																																																																																																																																																										
4.5.2.2	Lane Addition Alternatives.....	4.6	4.5.3	Mitigation.....	4.6	4.9.2.2	Lane Addition Alternatives.....	4.12				4.9.3	Mitigation.....	4.12				4.10 WETLAND IMPACTS										4.10.1	Direct Impacts	4.14							4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																											
4.5.3	Mitigation.....	4.6	4.9.2.2	Lane Addition Alternatives.....	4.12																																																																																																																																																																										
			4.9.3	Mitigation.....	4.12																																																																																																																																																																										
			4.10 WETLAND IMPACTS																																																																																																																																																																												
						4.10.1	Direct Impacts	4.14							4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																																																	
			4.10.1	Direct Impacts	4.14																																																																																																																																																																										
						4.10.1.1	No-Action Alternative	4.14							4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																																																										
			4.10.1.1	No-Action Alternative	4.14																																																																																																																																																																										
						4.10.1.2	Lane Addition Alternatives.....	4.14							4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																																																																			
			4.10.1.2	Lane Addition Alternatives.....	4.14																																																																																																																																																																										
						4.10.2	Indirect Impacts.....	4.14							4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																																																																												
			4.10.2	Indirect Impacts.....	4.14																																																																																																																																																																										
						4.10.2.1	No-Action Alternative	4.14							4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																																																																																					
			4.10.2.1	No-Action Alternative	4.14																																																																																																																																																																										
						4.10.2.2	Lane Addition Alternatives.....	4.14							4.10.3	Mitigation.....	4.14																																																																																																																																																														
			4.10.2.2	Lane Addition Alternatives.....	4.14																																																																																																																																																																										
						4.10.3	Mitigation.....	4.14																																																																																																																																																																							
			4.10.3	Mitigation.....	4.14																																																																																																																																																																										

Table of Contents

4.11	WATER BODY MODIFICATION IMPACTS.....	4.14	4.17	PALEONTOLOGICAL RESOURCE IMPACTS	4.16
	4.11.1 Direct Impacts	4.14		4.17.1 Direct Impacts	4.16
	4.11.1.1 No-Action Alternative	4.14		4.17.1.1 No-Action Alternative	4.16
	4.11.1.2 Lane Addition Alternatives.....	4.14		4.17.1.2 Lane Addition Alternatives.....	4.16
	4.11.2 Indirect Impacts.....	4.14		4.17.2 Indirect Impacts.....	4.16
	4.11.2.1 No-Action Alternative	4.14		4.17.2.1 No-Action Alternative	4.16
	4.11.2.2 Lane Addition Alternatives.....	4.14		4.17.2.2 Lane Addition Alternatives.....	4.16
	4.11.3 Mitigation.....	4.14		4.17.3 Mitigation.....	4.16
4.12	VEGETATION AND WILDLIFE IMPACTS.....	4.14	4.18	IMPACTS TO HAZARDOUS WASTE SITES	4.16
	4.12.1 Direct Impacts	4.14		4.18.1 Direct Impacts	4.16
	4.12.1.1 No-Action Alternative	4.14		4.18.1.1 No-Action Alternative	4.17
	4.12.1.2 Lane Addition Alternatives.....	4.14		4.18.1.2 Lane Addition Alternatives.....	4.17
	4.12.2 Indirect Impacts.....	4.14		4.18.2 Indirect Impacts.....	4.17
	4.12.2.1 No-Action Alternative	4.14		4.18.2.1 No-Action Alternative	4.17
	4.12.2.2 Lane Addition Alternatives.....	4.14		4.18.2.2 Lane Addition Alternatives.....	4.17
	4.12.3 Mitigation.....	4.14		4.18.3 Mitigation	4.17
4.13	FLOODPLAIN IMPACTS.....	4.15	4.19	VISUAL IMPACTS	4.17
	4.13.1 Direct Impacts	4.15		4.19.1 Direct Impacts	4.17
	4.13.1.1 No-Action Alternative	4.15		4.19.1.1 No-Action Alternative	4.17
	4.13.1.2 Lane Addition Alternatives.....	4.15		4.19.1.2 Lane Addition Alternatives.....	4.17
	4.13.2 Indirect Impacts.....	4.15		4.19.2 Indirect Impacts.....	4.17
	4.13.2.1 No-Action Alternative	4.15		4.19.2.1 No-Action Alternative	4.17
	4.13.2.2 Lane Addition Alternatives.....	4.15		4.19.2.2 Lane Addition Alternatives.....	4.17
	4.13.3 Mitigation.....	4.15		4.19.3 Mitigation	4.17
4.14	IMPACTS TO WILD AND SCENIC RIVERS	4.15	4.20	ENERGY IMPACTS.....	4.17
4.15	IMPACTS TO THREATENED OR ENDANGERED SPECIES.....	4.15		4.20.1 Direct Impacts	4.17
	4.15.1 Direct Impacts	4.15		4.20.1.1 No-Action Alternative	4.18
	4.15.1.1 No-Action Alternative	4.15		4.20.1.2 Lane Addition Alternatives.....	4.18
	4.15.1.2 Lane Addition Alternatives.....	4.15		4.20.2 Indirect Impacts.....	4.18
	4.15.2 Indirect Impacts.....	4.15		4.20.2.1 No-Action Alternative	4.18
	4.15.2.1 No-Action Alternative	4.15		4.20.2.2 Lane Addition Alternatives.....	4.18
	4.15.2.2 Lane Addition Alternatives.....	4.15		4.20.3 Mitigation	4.18
	4.15.3 Mitigation.....	4.15		CONSTRUCTION IMPACTS	4.18
4.16	CULTURAL RESOURCE IMPACTS.....	4.15	4.21	4.21.1 Direct Impacts	4.18
	4.16.1 Direct Impacts	4.15		4.21.1.1 No-Action Alternative	4.18
	4.16.1.1 No-Action Alternative	4.15		4.21.1.2 Lane Addition Alternatives.....	4.18
	4.16.1.2 Lane Addition Alternatives.....	4.15		4.21.2 Indirect Impacts.....	4.19
	4.16.2 Indirect Impacts.....	4.16		4.21.2.1 No-Action Alternative	4.19
	4.16.2.1 No-Action Alternative	4.16		4.21.2.2 Lane Addition Alternatives.....	4.19
	4.16.2.2 Lane Addition Alternatives.....	4.16		4.21.3 Mitigation	4.20
	4.16.3 Mitigation.....	4.16		4.21.3.1 Phasing	4.20
	4.16.3.1 Historic Properties	4.16		4.21.3.2 Erosion and Siltation.....	4.20
	4.16.3.2 Archaeological Resources.....	4.16		4.21.3.3 Noise	4.20
				4.21.3.4 Dust	4.20
				4.21.3.5 Invasive Species.....	4.20

Table of Contents

4.21.3.6	Inconvenience to Traveling Motorists	4.20	5.5	SECTION 4(f) HISTORIC PROPERTIES	5.2
4.21.3.7	Unsightly Appearance	4.20	5.5.1	Definition of Section 106 Impacts	5.2
4.21.3.8	Utility Disruptions	4.20	5.5.2	Property Boundaries	5.3
4.21.3.9	Safety	4.20	5.5.3	Section 106 Process	5.3
4.21.3.10	Economic Impacts.....	4.20	5.5.4	Avoidance Alternatives for Individual 4(f) Historic Properties.....	5.7
4.21.3.11	Groundwater	4.21	5.5.5	Individual Historic Property Details	5.7
4.22	LOCAL SHORT-TERM USES VERSUS LONG-TERM PRODUCTIVITY	4.21	5.5.5.1	Property 94 – 3802 Riverdale Road, South Ogden.....	5.8
4.23	IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES	4.21	5.5.5.2	Property 108 – 3555 Riverdale Road, Ogden	5.9
4.23.1	Direct Impacts	4.21	5.5.5.3	Property 300 – Weber Canal, Riverdale	5.11
4.23.1.1	No-Action Alternative	4.21	5.6	COORDINATION	5.12
4.23.1.2	Lane Addition Alternatives.....	4.21			
4.23.2	Indirect Impacts.....	4.21			
4.23.2.1	No-Action Alternative	4.21			
4.23.2.2	Lane Addition Alternatives.....	4.21			
4.23.3	Mitigation.....	4.21			
4.24	CUMULATIVE IMPACTS	4.21			
4.24.1	Cumulative Impact Issues	4.21			
4.24.2	Cumulative Impact Analysis	4.21			
4.24.3	Conclusion.....	4.22			
4.25	PERMITS	4.22			
4.26	SUMMARY OF IMPACTS AND MITIGATION MEASURES	4.22			
4.26.1	Direct Impacts	4.22			
4.26.1.1	No-Action Alternative	4.22			
4.26.1.2	Lane Addition Alternatives.....	4.22			
	CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES - EXHIBITS 4.1 THROUGH 4.88	4.E.1			
	CHAPTER 5 - SECTION 4(f) EVALUATION				
5.1	INTRODUCTION	5.1		BIBLIOGRAPHY	B.1
5.2	PROPOSED ACTION.....	5.1		INDEX	I.1
5.3	ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED STUDY	5.1		APPENDIX A - DETERMINATION OF ELIGIBILITY AND FINDING OF EFFECT	APP.1
	5.3.1 Transportation System Management/Transportation Demand Management Alternative.....	5.1			
	5.3.2 Mass Transit Alternatives	5.1			
	5.3.3 Riverdale Road Expressway Alternative	5.2			
5.4	SECTION 4(f) RECREATIONAL PROPERTIES	5.2			
	5.4.1 Golden Spike Park Property Description	5.2			
	5.4.2 Golden Spike Park 4(f) Use	5.2			
	5.4.3 Avoidance Alternatives	5.2			
	5.4.4 Minimization Measures	5.2			

ACRONYMS AND ABBREVIATIONS

There are no figures in this chapter.

EXECUTIVE SUMMARY

Figure ES.1—Location of Proposed Action.....ES.1

CHAPTER 1 - PURPOSE AND NEED FOR ACTION

Figure 1.1—Project Study Area.....1.1

Figure 1.2—Streets within the Project Area West of Weber River.....1.2

Figure 1.3—Streets within the Project Area East of Weber River.....1.3

Figure 1.4—2002 PM Peak-Hour Traffic Volumes.....1.6

Figure 1.5—2030 PM Peak-Hour Traffic Volumes for the No-Action Alternative.....1.7

Figure 1.6—Illustrations of Level of Service.....1.8

Figure 1.7—Modal Map.....1.9

Figure 1.8—Purpose and Need for Action.....1.11

CHAPTER 2 - ALTERNATIVES

Figure 2.1—Three-Step Alternative Decision Process.....2.2

Figure 2.2—Riverdale Road with Median.....2.3

Figure 2.3—Through-Lane Configurations for Lane Addition Alternatives.....2.4

Figure 2.4—2030 Peak-Hour Traffic Volumes for Lane Addition Alternatives.....2.6

Figure 2.5—Two Lane Expressway Alternative.....2.7

Figure 2.6—Roadway Typical Section for the Lane Addition Alternative.....2.9

Figure 2.7—Preliminary Layout of I-15 Bridge (Page 1 of 2).....2.10

Figure 2.7—Preliminary Layout of I-15 Bridge (Page 2 of 2).....2.11

Figure 2.8—Single-Point Urban Interchange at I-84.....2.12

Figure 2.9—Preliminary Layout of I-84 Bridge (Page 1 of 2).....2.14

Figure 2.9—Preliminary Layout of I-84 Bridge (Page 2 of 2).....2.15

CHAPTER 3 - Affected Environment

Figure 3.1—Zoning Map.....3.2

Figure 3.2—Features That Affect Neighborhood and Community Cohesion.....3.3

Figure 3.3—Location of Golden Spike Park.....3.3

Figure 3.4—Churches, Schools, Municipal Buildings, and Parks.....3.4

Figure 3.5—Schools and School Districts.....3.5

Figure 3.6—Economic Analysis Zones.....3.5

Figure 3.7—Locations of Noise Readings.....3.11

Figure 3.8—Weber River.....3.12

Figure 3.9—Burch Creek.....3.12

Figure 3.10—Weber River Watershed Management Unit.....3.13

Figure 3.11—Weber River Water Quality Data.....3.13

Figure 3.12—Water Rights Points-of-Diversion.....3.14

Figure 3.13—100-Year Floodplains at Riverdale Road.....3.16

Figure 3.14—Section 106 Historic Properties.....3.17

Figure 3.15—Hazardous Waste Sites.....3.19

Figure 3.16—Background View Looking East from Riverdale Road at 4099 South.....3.20

Figure 3.17—Background View to West from Riverdale Road at 3920 South.....3.20

CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES

Figure 4.1—2000 U.S. Census Tracts.....4.1

Figure 4.2—Areas Responding to the Public Information Questionnaire.....4.5

Figure 4.3—U.S. Annual Vehicle-Miles Traveled (VMT) vs. Mobile-Source Air Toxics Emissions, 2000–2020.....4.8

Figure 4.4—Proposed Drainage System Improvements.....4.13

CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES - EXHIBITS

This chapter contains Exhibits 4.1 through 4.88.

List of Figures

CHAPTER 5 - SECTION 4(f) EVALUATION

Figure 5.1—Project Study Area.....	5.1
Figure 5.2—Golden Spike Park.....	5.2
Figure 5.3—Golden Spike Park Location.....	5.2
Figure 5.4—No-Action and Lane Addition Alternatives A, B, C, D, and E.....	5.3
Figure 5.5—Wall Layout for Golden Spike Park Site.....	5.4
Figure 5.6—Entire Site Showing NRHP-Eligible Historic Properties.....	5.5
Figure 5.7—Property 94 – 3802 Riverdale Road, South Ogden.....	5.8
Figure 5.8—Site Plan 94 – No-Action and Lane Addition Alternatives A, B, C, D, and E.....	5.8
Figure 5.9—Property 108 – 3555 Riverdale Road, Ogden.....	5.9
Figure 5.10—Site Plan 108 – No-Action and Lane Addition Alternatives A, B, C, and D.....	5.10
Figure 5.11—Site Plan 108 – Lane Addition Alternative E.....	5.10
Figure 5.12—Property 300 – Weber Canal, Riverdale.....	5.11
Figure 5.13—Site Plan 300 – No-Action and Lane Addition Alternatives A, B, C, D, and E.....	5.11

CHAPTER 6 - LIST OF PREPARERS

There are no figures in this chapter.

CHAPTER 7 - DISTRIBUTION LIST

There are no figures in this chapter.

CHAPTER 8 - COMMENTS AND COORDINATION

There are no figures in this chapter.

BIBLIOGRAPHY

There are no figures in this chapter.

INDEX

There are no figures in this chapter.

APPENDIX A - DETERMINATION OF ELIGIBILITY AND FINDING OF EFFECT

There are no figures in this chapter.

ACRONYMS AND ABBREVIATIONS

There are no tables in this chapter.

EXECUTIVE SUMMARY

Table ES.1—Summary of Direct Impacts from Lane Addition Alternatives.....ES.2

CHAPTER 1 - PURPOSE AND NEED FOR ACTION

Table 1.1—Average Annual Daily Traffic Volumes on Riverdale Road.....1.5

Table 1.2—Individual Signalized Intersection LOS.....1.5

Table 1.3—Undivided Multilane Suburban Highway/Arterial LOS.....1.5

Table 1.4—Existing and 2030 No-Action LOS.....1.8

Table 1.5—Socioeconomic Changes 2000–2030, Weber County.....1.9

Table 1.6—Riverdale Road Traffic 1998 to 2000 Accident Rates.....1.10

Table 1.7—Accident Data.....1.10

Table 1.8—International Ride Index.....1.10

CHAPTER 2 - ALTERNATIVES

Table 2.1—Riverdale Road Daily Traffic Volumes with Increased Bus Service.....2.2

Table 2.2—2030 Increased Bus Service Alternative LOS Summary.....2.2

Table 2.3—Proposed Dedicated Right-Turn and Left-Turn Lanes.....2.3

Table 2.4—2030 TSM/TDM Alternative LOS Summary.....2.3

Table 2.5—2030 Lane Addition Alternative LOS Summary.....2.5

Table 2.6—WFRC Weber County Transit Mode Shares.....2.5

Table 2.7—Riverdale Road Daily Traffic Volumes with Rail.....2.5

Table 2.8—2030 Light Rail Alternative LOS Summary.....2.7

Table 2.9—Purpose and Need Criteria Summary.....2.8

Table 2.10—Improved Diamond Interchange and SPUI Summary.....2.9

Table 2.11—Lane Addition Widening Scenario.....2.12

Table 2.12—Proposed and Existing ROW Differences.....2.13

CHAPTER 3 - Affected Environment

Table 3.1—Land Use by Type.....3.1

Table 3.2—Zoning along Riverdale Road.....3.1

Table 3.3—Sales Activity.....3.3

Table 3.4—Income Distribution by Analysis Zone.....3.5

Table 3.5—Median Income.....3.7

Table 3.6—2000 U.S. Census Low-Income Percentages.....3.7

Table 3.7—Population Distribution across Ethnic Categories.....3.7

Table 3.8—Analysis Zone Minority Population Comparison.....3.8

Table 3.9—24-Hour PM₁₀ Monitoring Data Summary for Station at 228 32nd Street, Ogden.....3.8

Table 3.10—8-Hour CO Monitoring Data for Station at 2540 Washington Boulevard, Ogden.....3.9

Table 3.11—dBAs for Typical Noise Generators.....3.10

Table 3.12—UDOT Noise Abatement Criteria (NAC).....3.10

Table 3.13—Existing Noise Levels.....3.10

Table 3.14—Water Designations.....3.12

Table 3.15—State Standards and Background Concentrations.....3.13

Table 3.16—Section 106 Historic Properties.....3.16

CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES

Table 4.1—No-Action Alternative CO Modeling Results – 36th Street.....4.7

Table 4.2—Lane Addition Alternative CO Modeling Results.....4.7

Table 4.3—UDOT Noise Abatement Criteria (NAC).....4.10

Table 4.4—Predicted Exterior Sound Levels (dBA), Design-Year Conditions.....4.10

Table 4.5—Pollutants of Concern in Surface Water Runoff.....4.11

Table 4.6—Proposed 10-Year Storm Event Runoff.....4.12

Table 4.7—Adverse Effects to NRHP-Eligible Properties within APE.....4.15

Table 4.8—VMT and VHT for Weber County.....4.18

Table 4.9—Average Dollar Amount Spent in Local Area.....4.19

List of Tables

Table 4.10—Summary of Direct Impacts from Lane Addition Alternatives.....	4.22
Table 4.11—Summary of Mitigation Measures.....	4.23

CHAPTER 4 - ENVIRONMENTAL CONSEQUENCES - EXHIBITS

There are no tables in this chapter.

CHAPTER 5 - SECTION 4(f) EVALUATION

Table 5.1—Summary of Section 4(f) Property Impacts – Adverse Effects.....	5.6
Table 5.2—Summary of 4(f) Use to Historic Properties.	5.7

CHAPTER 6 - LIST OF PREPARERS

There are no tables in this chapter.

CHAPTER 7 - DISTRIBUTION LIST

There are no tables in this chapter.

CHAPTER 8 - COMMENTS AND COORDINATION

There are no tables in this chapter.

BIBLIOGRAPHY

There are no tables in this chapter.

INDEX

There are no tables in this chapter.

APPENDIX A - DETERMINATION OF ELIGIBILITY AND FINDING OF EFFECT

There are no tables in this chapter.